

| FIRM AND MODELS                          | Carbu-<br>retter<br>Type | Inter-<br>nal<br>Bore | Jet<br>Size | Throttle<br>Valve | N'dle<br>Posi-<br>tion | Float<br>Chamber<br>Type | Special Details                                  |
|------------------------------------------|--------------------------|-----------------------|-------------|-------------------|------------------------|--------------------------|--------------------------------------------------|
| <b>MORGAN.</b>                           |                          |                       |             |                   |                        |                          |                                                  |
| 1000cc., O.H.V., Matchless               | 76/022                   | 1 $\frac{1}{16}$ "    | 180         | 6/4               | 3                      | 64/079                   |                                                  |
| 1000cc., O.H.V., Matchless               | 29/011                   | 1 $\frac{1}{8}$ "     | 200         | 29/4              | 3                      | 14/079 or<br>14/076      |                                                  |
| <b>NEW IMPERIAL.</b>                     |                          |                       |             |                   |                        |                          |                                                  |
| 150cc., M.23                             | 103/001                  | $\frac{1}{8}$ "       | 45          | 5                 | p20                    | Included                 | Throttle valve less Stop<br>Union Nut 4/227      |
| 250cc., O.H.V., M.90                     | 5/147                    | $\frac{11}{16}$ "     | 110         | 5/3               | 3                      | 64/077H                  |                                                  |
| 350cc., O.H.V., M.100                    | 6/147                    | 1"                    | 150         | 6/4               | 3                      | 64/077H                  |                                                  |
| 500cc., O.H.V., M.110                    | 6/157                    | 1 $\frac{1}{16}$ "    | 170         | 6/4               | 3                      | 64/077H                  |                                                  |
| <b>NORTON.</b>                           |                          |                       |             |                   |                        |                          |                                                  |
| A.A. Machine                             | 75/012                   | $\frac{1}{8}$ "       | 110         | 5/5               | 3                      | 64/069                   |                                                  |
| 350cc., Models 50 and 55                 | 76/012                   | 1"                    | 170         | 6/4               | 3                      | 64/069                   |                                                  |
| 350cc. . . . .                           | 10TT36                   | 1 $\frac{3}{32}$ "    | 350         | 6                 | 4                      | 14/064                   | Fl./Ch. at 15°<br>-109 Needle Jet                |
| 350cc. . . . .                           | 10TT37RN                 | 1 $\frac{3}{32}$ "    | 460         | 6                 | 1                      | 15/1526                  | Fl./Ch. at 15°<br>-109 Needle Jet                |
| 490cc., Model 20                         | 76/022                   | 1 $\frac{1}{16}$ "    | 200         | 6/4               | 3                      | 64/069                   | Union Nut 6/033                                  |
| 490cc., S.V., Model 16H                  | 76/011                   | 1"                    | 170         | 6/4               | 3                      | 64/069                   | Union Nut 6/033                                  |
| 500cc. . . . .                           | 10TT36                   | 1 $\frac{5}{32}$ "    | 460         | 7                 | 2                      | 14/064                   | Fl./Ch. at 15°<br>-109 Needle Jet                |
| 500cc. . . . .                           | 10TT37RN                 | 1 $\frac{5}{32}$ "    | 560         | 6                 | 3                      | 15/1526                  | Fl./Ch. at 15°<br>-109 Needle Jet                |
| 500cc. and 600cc., Models 18, 19 and S.2 | 76/022                   | 1 $\frac{1}{16}$ "    | 160         | 6/4               | 3                      | 64/069                   | Union Nut 6/033                                  |
| 633cc., Big 4                            | 76/011                   | 1"                    | 170         | 6/4               | 3                      | 64/069                   | Union Nut 6/033                                  |
| <b>O.E.C.</b>                            |                          |                       |             |                   |                        |                          |                                                  |
| 350cc., Matchless                        | 75/154                   | $\frac{1}{8}$ "       | 120         | 5/4               | 3                      | 22/077H                  |                                                  |
| 500cc., Matchless                        | 89/148                   | 1 $\frac{5}{16}$ "    | 180         | 29/4              | 3                      | 64/077H                  |                                                  |
| 500cc., O.H.V., JAP                      | 89/116                   | 1 $\frac{1}{8}$ "     | 200         | 29/4              | 3                      | 64/077H                  |                                                  |
| <b>O.K. SUPREME.</b>                     |                          |                       |             |                   |                        |                          |                                                  |
| 250cc., S.V., Model S.V.                 | 74/012                   | $\frac{11}{16}$ "     | 80          | 4/4               | 3                      | 62/079                   |                                                  |
| 250cc., O.H.V., Model G                  | 74/022                   | $\frac{11}{16}$ "     | 90          | 4/5               | 3                      | 62/079                   |                                                  |
| 250cc., O.H.V., Model G.D.L.             | 74/022                   | $\frac{11}{16}$ "     | 90          | 4/5               | 3                      | 62/079                   |                                                  |
| 250cc., High Camshaft, Model A.C.        | 5/118                    | $\frac{7}{8}$ "       | 120         | 5/4               | 3                      | 64/077H                  | -107 Needle Jet                                  |
| 350cc., Model G.H.                       | 76/001                   | $\frac{11}{16}$ "     | 130         | 6/4               | 3                      | 64/077H                  |                                                  |
| 350cc., High Camshaft                    | 6/140                    | $\frac{11}{16}$ "     | 140         | 6/4               | 3                      | 64/077H                  |                                                  |
| 500cc., O.H.V.                           | 6/157                    | 1 $\frac{1}{16}$ "    | 160         | 6/3               | 2                      | 64/077H                  |                                                  |
| 500cc., O.H.V., Model L                  | 76/011                   | 1"                    | 150         | 6/3               | 2                      | 64/077H                  |                                                  |
| <b>PHELON AND MOORE.</b>                 |                          |                       |             |                   |                        |                          |                                                  |
| 250cc., Model 20                         | 74/027                   | $\frac{11}{16}$ "     | 80          | 4/5               | 3                      | 62/079                   | Fl./Ch. at 15°                                   |
| 350cc., Models 30 and 85                 | 75/158                   | $\frac{7}{8}$ "       | 110         | 5/4               | 3                      | 64/079                   | Fl./Ch. at 15°                                   |
| 500cc., Model 95                         | 89/116                   | 1 $\frac{1}{8}$ "     | 220         | 29/4              | 3                      | 64/077H                  |                                                  |
| 500cc., O.H.V., Model 90                 | 76/024                   | 1 $\frac{1}{16}$ "    | 170         | 6/5               | 3                      | 64/079                   | -035 Pilot Outlet                                |
| 600cc., O.H.V., Model 100                | 89/014                   | 1 $\frac{1}{8}$ "     | 220         | 29/4              | 3                      | 64/079                   |                                                  |
| <b>ROYAL ENFIELD.</b>                    |                          |                       |             |                   |                        |                          |                                                  |
| 225cc., 2-stroke, Model A                | 47/127                   | $\frac{11}{16}$ "     | 70          | 47/4              | p30                    | 62/079                   | Zundapp Valves<br>Main Jet $\frac{1}{16}$ " long |
| 250cc., S.V., Model B                    | 74/012                   | $\frac{11}{16}$ "     | 75          | 4/5               | 3                      | 62/099                   |                                                  |
| 250cc., O.H.V., Models S and S2          | 74/022                   | $\frac{11}{16}$ "     | 75          | 4/4               | 2                      | 62/079                   | -025 Pilot Outlet                                |
| 250cc., O.H.V., Bullet                   | 75/012                   | $\frac{7}{8}$ "       | 120         | 5/4               | 3                      | 64/079                   | 4/033 Union Nut                                  |
| 350cc., S.V., Model C.I                  | 74/022                   | $\frac{11}{16}$ "     | 85          | 4/5               | 3                      | 62/099                   |                                                  |
| 350cc., S.V., Model C                    | 74/022                   | $\frac{11}{16}$ "     | 85          | 4/5               | 3                      | 62/099                   |                                                  |
| 350cc., O.H.V., Models G, G1 and L       | 76/110                   | $\frac{11}{16}$ "     | 150         | 6/4               | 3                      | 64/079                   | 6/033 Union Nut                                  |
| 350cc., O.H.V., Models G2 and GT         | 6/135                    | $\frac{11}{16}$ "     | 170         | 6/3               | 3                      | 64/077H                  | -107 Needle Jet                                  |
| 350cc., O.H.V., Bullet                   | 76/011                   | 1"                    | 170         | 6/4               | 3                      | 64/079                   |                                                  |
| 350cc., O.H.V., Model B.C.O.             | 74/165                   | $\frac{11}{16}$ "     | 85          | 4/4               | 2                      | 62/079                   |                                                  |
| 500cc., S.V., Model H                    | 75/145                   | $\frac{7}{8}$ "       | 140         | 5/5               | 4                      | 64/079                   |                                                  |
| 500cc., O.H.V., Model J                  | 76/110                   | $\frac{11}{16}$ "     | 140         | 6/4               | 3                      | 64/079                   | 6/033 Union Nut                                  |
| 500cc., O.H.V., Models J2 and JT         | 6/135                    | $\frac{11}{16}$ "     | 140         | 6/4               | 3                      | 64/077H                  |                                                  |
| 500cc., O.H.V., Model J2                 | 76/130                   | 1 $\frac{1}{16}$ "    | 170         | 6/4               | 1                      | 64/079                   |                                                  |
| 500cc., O.H.V., Model J.F.               | 29/117                   | 1 $\frac{1}{16}$ "    | 200         | 29/4              | 2                      | 64/079                   | 29/072 Union Nut                                 |
| 1200cc., Twin, Models K and KN           | 76/004                   | $\frac{11}{16}$ "     | 140         | 6/4               | 3                      | 64/078                   |                                                  |